(b) whether before initiating any drive against the touts, Government would initiate drive against such railway employees who are providing patronage to said touts;

(c) whether it is a fact that a large number of touts are found everywhere from parking lots to booking counters, due to patronage of rail reservation managers and employees; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Regular checks are conducted by Commercial Department, Vigilance Department and Police against touts and other anti-social elements in reservation offices besides checks in trains to check reservation on fake names. Checks are also conducted against reservation staff and strict disciplinary action is taken against staff conniving in malpractices in reservation. Railway Protection Force has also been activated to ensure that such elements are driven away from the railway premises.

(c) No, Sir.

(d) Does not arise.

Withdrawal of German Coaches

737. SHRI PREM CHAND GUPTA:
SHRI RAM DAS AGARWAL:
DR. C. NARAYANA REDDY:
DR. ALLADI P. RAJKUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Northern Railway has withdrawn brand-new German Coaches of DelhiLucknow Shatabdi introduced less than a month ago, as reported in the Times of India, dated 25th June, 2001;

(b) if so, the reasons therefor;

(c) the details of losses suffered by Railways due to these coaches;

(d) whether German Coaches have been withdrawn on other routes;

(e) whether senior Officials of German firm which supplied coaches for the Lucknow Shatabdi have been pointed out defects in respect thereof;

(f) if so, the remedial action being taken by the Railway Board; and

(g) whether Indian conventional coaches were found better than German Coaches?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir. The rake of new German coaches introduced on Lucknow-New Delhi Shatabdi train has been withdrawn temporarily as a measure of abundant precaution due to teething troubles associated with the new design of centre buffer coupler used on these coaches. These coaches are under warranty by the supplier.

(c) Does not arise as the coaches are being attended by the firm under warranty.

(d) Does not arise as the German coaches have not been introduced on other routes.

(e) Yes, Sir.

(f) Team of experts from the original equipment manufacturers are carrying out in depth examination of couprel related issues in association with Indian Railways and suitable corrective measures will be taken on the basis of this study to eliminate chances of reoccurrence of these problems.

(g) No, Sir. The new coaches represent a much advance generation in coach technology which despite some teething troubles during its introduction are superior in many respects including safety, passenger comfort, fuel efficiency, speed, capacity and maintainability as compared to the indigenous coaches which are based on technology of early fifties.

Rakesh Mohan Committee

738. SHRI RAJIV RANJAN SINGH "LALAN"
SHRI KAPIL SIBAL:

Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 3920 given in the Rajya Sabha on the 20th April, 2001 and state:

(a) whether it is a fact that the Rakesh Mohan Committee has recommended to bring about comprehensive changes in the Railways;

(b) if so, the details of the changes recommended;